

THE BOTTLE SHIPWRIGHT

No 3 1985



Shore with the ship, OEE FREDERIC in a light bulb, by Klaus Reuter, Munich, Germany.

The Journal of the Ships-In-Bottles Association of America

THE BOTTLE SHIPWRIGHT is the journal of the Ship-In-Bottle Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The Journal is published quarterly and is dedicated to the promotion of the traditional national art of building ships-in-bottles.

COPYRIGHT, 1984, by the Ship-In-Bottle Association of America. All rights reserved. No part of this manuscript may be reproduced or utilized in any form without the express written permission of the publishers.

MEMBERSHIP in the Association is open to any person regardless of ability as a ship-in-bottle builder. For a membership application please write to the Membership Chairman Robin Lee Harris-Freedman, 245 North Fifth St., Harrisburg, PA 17110, USA. Annual dues are \$12.00 for both North American and overseas members.

ARTICLES AND PHOTOGRAPHS for publication in the Bottle Shipwright should be sent to the editor at P.O. Box 550, Coronado, California 92118 USA. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material but the Association cannot be responsible for possible loss or damage. The editor may be required to modify articles or submissions without the consent of the original to fit the format and page length of the publication. All of your articles will be welcomed. Deadlines for submission of material is the last day of the second month of each quarter.

Jack Hinkley, President; Don Hubbard, Editor
Per Christensen, Graphics; Lee Dallen, Distastations;
Robin Harris-Freedman, Membership; Alan Rogerson, Cover Printing

IF THIS BOX IS MARKED YOUR \$12.00 DUES ARE DUE

+ +
+ +

SEND TO S.I.B.A.A., P.O. BOX 550, CORONADO, CA 92118



Detail view of one of ship
builder's models taking the
passage into the light bulb.

INDEX TO THIS ISSUE.....	[Volume 3, Number 3]
FROM THE PRESIDENT by Jack Hinkley.....	2
REPORT ON THE JAPANESE EXPOSITION by June Gault.....	3
SOME THOUGHTS ABOUT MAINTAINING AN OLD BOATRED SHIP by Mike Reed.....	4
MELBOURNE TO THE NEW MEMPHIS.....	5
FROM AND ABOUT THE MEMPHIS.....	6
ANOTHER STABBED-GOOSEY by the late Harold G. Gilm.....	7
THE OLD MAN AND THE SHIP-DE-BOULE by Chris Wolff.....	8
A MESSAGE FOR THE SHIP BOATLER by Guy Gelfand.....	9
A MESSAGE OF THANKS from Audrey Needham.....	9
A NEW LIGHTHOUSE PACKAGE FOR BUILDING BOATLE SHIPS by Parker Loney.....	10
TWO SUGGESTIONS TO SIMPLIFY YOUR NAVAL BUILDINGS by Dick Pecton.....	11
MODELING SHIP AT THE COLUMBIA RIVER MARITIME MUSEUM.....	12
PLANS FOR THE SCHOONER "POMEROY" by Alder Lund.....	14
NEW BOOKS BY MEMPHIS.....	15
THE EDITOR'S PAGE.....	17
CUTTINGS from the John Rolston Collection.....	18

Odds & Ends

LATE MEMPHIS recently the Index in the last portion of the Journal to be completed so it looks itself nicely to fitting in these last minute bits of news that arrive.

In my mail yesterday (May 11) I received an announcement that Glenn Braun is one of the national winners displaying his work at the First Anniversary Show at the Sayre-Hoopson Fish Company Art Gallery, 146 Madison St., South Street Seaport, New York, N.Y. In addition to Glenn's bottled ships, there are quarterboats, figureheads, scale models of New York harbor watercraft and marine paintings. You are all invited to stop by if you are in the vicinity.

Also yesterday Bill Walker and I represented the Association at the fourth annual Victorian Fair at the Fallston Recreation (see Editor's Notes, Page 16, Botlin's "Midnight 2-05"). Bill brought 13 of his exquisitely detailed and finely worked models and I showed eight from my collection including one of Harold Gilling's 10 wooden trucks. We also had three models under construction, one steel model, a collection of ship bottling books in five different languages and some wooden 5-1/8 cutaways. Bill and I both wore our Association patches and we displayed a large copy of the Insignia on one of our bus tables. The show was a great success and we drew a large, curious crowd. Many asked for and received information on Association membership and we also passed out information on Guy Gelfand's and Jack Needham's new books.

VictorianFairs make for an interesting day. The purpose is to demonstrate crafts typical of the Victorian period so we were surrounded by folks spinning wool, showing off live bees in hives, painting eggs, bottling (if you thing 5-1-8 is tough, try bottling), showing black powder rifles and pretentiously leaning by on high wheeled bicycles. We were also visited by a representative of the Oregon County Explorer (there are 50 chapters altogether) of the American Society of Downers, Inc. As it happens, Bill Walker has a piece of undeveloped property in Oregon which has no water on it, and the Downers grabbed his and gave him a quick lesson. Rup, the bus sticks pointed down when he passed over the water! It was a good day for everyone.

FROM THE PRESIDENT

First and foremost I would like to welcome the new members aboard and say that we are most happy to have you with us. I hope that you, in turn, will come to enjoy your association with us.

It gives me the greatest of pleasure to announce that the first Chapter of the Ships-In-Bottles Association of America has been formed, made up of a group of members from the Long Island area. The Long Island Chapter, was organized by members Frank Skurka and Guy DeMarco, who contacted prospective members by letter. The first meeting was held March 27, 1965 with 5 members and 2 prospective members attending. It appears to be a real working group as they already have a newsletter which tells of their activities. Their new schedule calls for them to participate in a variety of local exhibitions and shows of various kinds. At the monthly meetings "Show And Tell" sessions are held with members bringing in models and discussing techniques and problems. This is an enthusiastic group and I congratulate them on the initiative they have shown. Having an active Chapter has to be more fun than building alone. Now, how about some group formation in other areas of the country. Judging from the number of members in the vicinity, Southern California (San Diego/Los Angeles areas) looks like a place that is ripe for such an organization. If anyone would be interested in forming such a group or groups in this (these) area please contact our editor, Don Hubbard, Tel: (619) 435 3555. (Note: We cannot take on this additional job himself, but will certainly try to attend meetings if they are held and can provide names and addresses of possible members). For all of you, if you wish to organize in your own vicinity I am certain that the Long Island gang will be more than happy to add you to their mailing list for ideas, etc. Frank Skurka is handling the newsletter and his address is: 2447 Aron Dr. N., Seaford, NY 11783.

You will be interested to know that out of the 406 models in the 2nd Japan International Ships-In-Bottles Exposition show, 156 were sent by foreign builders. Considering the unavoidable short notice the response by our group and the many other builders throughout the world was nothing less than exceptional. The breakdown by country is as follows: USA - 37 Norway - 20, France - 17, Denmark - 15, Holland - 13, West Germany - 10, Canada - 6, England - 6, Switzerland - 5, Spain - 2, New Zealand - 2, India - 2, Italy - 1. This was certainly an "International" show and I would like to offer our congratulations to our Japanese friends.



REPORT OF THE JAPANESE EXPOSITION

by

Jozo Onoda, President, Japanese Ships-in-Bottles Association

I must tell you that the Tokyo opening of our Exposition was a very great success. The Embassies of the United States, Canada, Denmark, Holland and Norway all agreed to support our show, and at the opening, His Excellency, Mr. Hiron S. Fredson of Norway, was kind enough to attend in person and read a personal congratulatory message from Mr. Vidar Lund, former President of the Norwegian Association. The opening ceremonies were telecast on national T.V. by four major Japanese stations, and during the period that the show was displayed it was visited by both the Kyodo News Enterprise and the Jiji News Service which have large national and international networks. Many other newspaper and magazine reporters also stopped by so that we have gotten medium publicity exposure and have received tremendous national recognition. Attendance at the show set excellent records and our membership has grown significantly as a result. We were also pleased to have Mr. and Mrs. Jostin Birkenhead with us from Germany from April 2 to 7.

The catalog for the Exposition was beautifully printed, but there were many errors because of the short period of time which was available to assemble the material. We are now in the process of correcting the copies which remained unsold after the Tokyo show and hope to have the revised edition ready by June 1st.

We would like to convey our heartfelt thanks to your entire membership for their cooperation. Because of your assistance and that of the other Societies and Associations around the world our 1985 Exposition has been extremely successful.

Jozo Onoda

岡田 宗三



His Excellency, Mr. Hiron S. Fredson of Norway making the opening presentation in Tokyo, 1985



The Japanese Ships-in-Bottles Association

SOME THOUGHTS ABOUT REPAIRING AN OLD BOTTLED SHIP

by
Bill Hall

I was recently asked to look over a very old bottled ship to render judgment about doing repairs to her. I had more than a few moments of cold feet when I accepted this invitation since the model had been in this man's family for quite some time and had suffered damage when being transported from Denmark to the Detroit area.

The ship was a five masted, had no sails, but was adequately rigged and well proportioned. The small white beads used as blocks were smaller than any I have been able to find. It did look primitive, as have some of the other older S-L-B's that I have seen. The masts had braided a fine white cotton thread which was just below the rest. Too high up for the water line, but it added a decorative touch.

The bottle was cylindrical and very simple. It had a long thick lip, a center was pressed into the end, and it had half-axes than its length. The white glass was thin and sticky which actually work well with the overall appearance of the vessel. My guess was that this was residue from the linseed oil in the gully used for the sea.

In the neck of the bottle was another sea at a higher level. This had a steamer in it with cotton smoke pouring out of the stack. The steamer was crude and not the same quality as the sailing ship.

The base was a disk about 5/8 inch thick with a simple yoke support at each end. Around the perimeter of the base and each of the supporting yokes was a regular spaced series of fine notches cut with a knife.

Looking inside the bottle I could see four cables lying inside down next to the hull. Each mast was topped with a green bead and one of these lay lying down on the bottom. A badly faded flag [probably Danish] was flat behind the stern. The masts, starting with the foremast, were leaning to the starboard, all in a gentle curve and not too obvious. The model really wasn't damaged, but it wasn't whole.

The owner wanted some advice on repairing this model and suddenly I felt inadequate. The question asked of me was, "What would you do if it were yours?" That was a tough one for me because those loose pieces would haunt me every time I looked at the model.

My first answer was based on the little steamer in the neck of the bottle. The sea for the steamer occupied about a third of the neck. It was dried to a hard, almost black, appearance, and looked tight to the glass. In my opinion it would be almost impossible to remove the sea and with it the steamer. And if it could be removed I am not aware of any way that it could be rebuilt without destroying the whole character of the model.

Having made this decision, it meant that a very limited space was available to gain access into the bottle.

Next I looked at the cables and the deck of the vessel and I could not see any evidence of glue. This, and the fact that all of the masts had moved, convinced me that the glue had seeped out. That meant that I didn't dare get rough with anything. It also meant that I didn't dare try to resign the masts. The rigging lines all looked good, but how could I be sure that they wouldn't part when they were tensioned?

If it were my model I would try to place the cabin onto the deck of the vessel. That is, the most I would do. The fitted seats and the rest of rigging would probably be true even gluing them in place.

Clearing the table was out of the question. No one would have restrained the chair that this model needed.

For today still better yet, I guessed that the bottle was not a ship bottle but contained some type of fuel burner and was made around the base of the canopy or slightly after. I would love to have some information on style, age, and manufacturing of silver bottles. I wonder if any one in our membership might be able to give us information about this subject?

Next, some but not all of the cabin had a hole about the size of a .005 drill. The deck had at least one of these holes. It looked like they might match, but not all of the cabin was drilled, and I could see no evidence of pins, wires or any other underpin.

I would love to know what experiences others have had with a model like this. What can you expect from the thread, what kind of glue did they use, and where did it get? And finally, DID I GIVE THEM ANYTHING?

Bill Krell,
545 Wood Lane,
Endicott Pointe Mound, RI 02826

NEW



MEMBERS

WELCOME TO THE NEW MEMBERS

Edward Alfred, 188 Johnston Rd., Sacramento, CA 95814
Peter J. Borge, 130 Old Farm Road, Levittown, NY 11756
John D. Cox, 2224 Wyandotte Dr., Berkeley, Ontario, M4 2T5, CANADA
David J. Berry, Editor, STARGAZERS, 1841 S. Halsted, Chicago, IL 60608
Paul Fisher, Long Pond Road, W5, Marlborough, MA 01555
Michael P. Gaultier, 214 West 37th St., Erie, PA 16508
Paul Swanson, P.O. Box 73, Street Harbor, Nova Scotia B0T 2B0, CANADA
Jeremiah A. Tuttle, 1329 Lakota St., Arden, CA 92008

ADDRESS CHANGE

Charles E. Nichols, 2757 Transcendville Rd., Lot 200, Tulsa, OK 74123
Karl H. Schulz, 1284 Pease Ave., Huntington Beach, CA 92648





FROM THE MEMBERS

CHICAGO, CHICAGO, THAT WONDERFUL TOWN - Jack Hickey sent me a clipping from a magazine called *Isleand Boating*. It featured a story about a Chicago lady, MAM SIRON, who is an accomplished ship-bottling. We would certainly like to have her as a member. If one of you who lives in her area could contact her, or send us her address, it would be most appreciated. The only information I can give you is that she is a "petite young attorney and sailor" and that she specializes in corporate law, but with the help of the "Yellow Pages" one of our members might be able to find her.

JACK HINGLEY also took his Ship-N-Bottle show to the South Hills (Pittsburg) Power Squadron and gave a well received one hour talk. He showed all of his ships, tanks, boats, planes, etc., answered lots of questions, sported his ASSOCIATION RIBBO on his jacket, and let the gang look at his stuff close up. The hobby is always well received and any of you who would like to speak about it should contact the various nautical and community groups in your vicinity. Sometimes they even pay for speakers. Our Pal the (President) has also been active in other fields. Because of his considerable talents as a negotiator and poet (who can forget his inverted Ship-N-Bottle in past issues) he was first (and sold \$1,500.00 in gift certificates on a local Pittsburgh radio station. All this for a videotapes Bay verse and cartoon that he whipped out in 12 minutes one evening.

Congratulations to **GEORGE DIMEN** (Dallies, Massachusetts) for winning the ship-in-bottle division of the 1995 Aerial Show of the U.S.S. Constitution Model Society held at New England. If you haven't already examined it you might want to read George's account of building a Chesapeake Bay Skipjack which appeared in the last issue to see how he achieved some of his very finely detailed work. George also sent this hint along: "Model-boat (now) is an adventure I found in a doll house/museum store. It looks like porcelain but has an adhesive property. A bit of this on a shell will hold small pieces such as a deck house for insertion and placement in a bottle. It is made by Hobbies Design, Telford, Pa 19086.

RED SCARFID (See Stage) was the victim of my terrible horncolling in the last edition of Bottle Shipwright. The photo of his fine model of the Brig-of-War *USS HUNTER* was inadvertently credited to Jim Scarfield of Vassallo, California. [Scarfield - Scarfid - well, they are both Californians and their names both begin with Sc-]. Next time I'll TWINE the name on the back of the photo.

BILL JAMESON, (Langhorne, Pa) is editor of *Chips and Grains*, the interesting monthly newsletter of the Pennsylvania Delaware Valley Wood Carvers. The thing caught my eye in the last edition and I thought it well worth passing on. I hope Bill won't mind. "THE WIGGS . . . five in number: touch, taste, sight, smell and hearing. The other two - hope and common - you have to acquire on your own. Thanks BILL! [See note on BILL's new book in the New Book Section, page 17.]

DAVE PHILBIN, (Rhineclaire, NY) stopped by for a morning this past April while visiting his daughter in San Diego. Dave is a retired military guy, but retired is a misnomer. I had already noted that his first letter was typed on a computer and I knew what an education that takes. Dave also sent me some fine manually operated foreign wind-up toys on the making was after cooking a bottle. Dave's all around bright and shiny after treatment by his ultra-sonic cleaning device. So it was a pleasure to have him come by to share info on ship-in-bottle photography and to talk about building models. He dropped off a beautiful chunk of basswood which I will convert into future hulls and he put me on to

cover with aluminum and aluminum steel (not steel sticks) tape which cuts readily and comes in handy for small metal parts.

The very prolific writer Guy DeLoane (Pleasant Park, NY) wrote a recent photo of a ship-in-a-bottle on the May/June edition of Model Ship Builders Magazine to introduce his eight page article inside. The article details the building and bottling of a Virginia Pilot Boat and includes photos and line illustrations. This is the second ship in bottle article in less than six months. In this magazine we are usually being inundated. It should be noted that Guy is fortunate to have a very talented 16 year old son, Jay, Jr., who produces the drawings for him. The boy also did the drawings for the new book which is reviewed on page 16 of this issue. Coincidentally, for those of you who would like to subscribe to Model Ship Builders the address for Jeffrey A. Phillips, Editor, P.O. Box 570, Cullerburg, MI 49822, tell them we sent you.

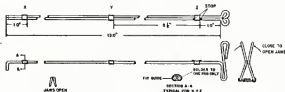
THEL BERNBERG (Daly City, CA) had a cluster of his finely detailed model ships on display at the Market Place, the Market Street, San Francisco, as part of a comprehensive nautical air display to celebrate National Maritime Day, May 20. The display was organized by a company called Art Programs, Inc. which specializes in creating wonderful displays for large corporations. If you live in the area and if you receive this edition of Shipwright before June 1st I recommend that you stop by to see this show.



ANOTHER GRABBER-GRIPPER

by the late
Harold C. Gile

This design for another Grabber-Gripper® operates with a rotary motion. I think the following diagram adequately shows how it is made.



It is fabricated from steel wire about 1/32" diameter. Soft temper wire, although better, may be fused either hot or cold, preferably the latter. Soft pieces of fine epoxy glue may be epoxy bonded to the gripping surface to improve holding power.

*See Model Shipwright #2-1994 for the first model.

THE OLD MAN AND THE SHIP IN BOTTLE

by
Chris Hale

There are many arts and sciences in India that have never been written down but pass on from generation to generation by word of mouth. Sadly these arts sometimes suffer a fate in continuity and are lost to us because of secrecy, professional jealousy or apathism but one art, the building of ships-in-bottles, which was on the wane in this sub-continent, has survived thanks to the generosity of an old man.

Nearly twenty two years ago a young man chanced to see a bottled ship owned by a retired freemason. After toweeling on the mystery for some time he made some attempts to bottle his own crudely made vessels but not with little success. He further would have it he learned of a man in England who had much experience in bottling ships, and he thought to write him. In truth he did so only after much apprehension, since he feared that here might be another of those art forms which is held as a closely guarded secret. To his great and happy surprise the return letter was instant and encouraging. However, it was not long before the older man sent the young man's ignorance of things nautical and subtly suggested that he read a great deal of material about sailing ships. So the young man's desk and library began filling with Harold Underhill books, and plans of ships from Bonnet's and Toyne. Along with this material came a regular flow of well free freight with step by step instructions pictorially depicting each hole, each knot and each thing in the ship building process. When technical difficulties arose, such as the inability to locate uses of the fine tools required, the Englishman unselfishly and generously provided the equipment.

With these, the work and learning progressed at a rapid rate, and it was not very long before a nice looking frigateshew and a brig started their static sailing in two bottle's maline bottle's. So, by 1966, after three years of coaching the teacher was able to say with some pride, "You are now on your own".

The former novice, now full of incentive, and grateful for the unstinting help and guidance received, began to produce an outflow of bottled ships which continues to this day, while the older Englishman went on to become a celebrity on the subject, appearing on TV shows and giving demonstrations at prestigious gatherings. His correspondence continued, enriching both and producing further stimulus for the art, and the younger man, now older himself, has taken time to pass on the knowledge to other youngsters and others for learning.

If you have not already guessed, the Englishman was the late President of the European Ships-in-Bottles Association, Mr. Jack Newton, and the younger man is the writer who is paying his final tribute to this great artist and friend who has departed on this last long journey.

Chris Hale, Jehanagar, India



A WORKSTAND FOR THE SHIP BOTTLE

By

Guy DeFaron, Floral Park, New York

The photo below is self-explanatory and the stand works for me. The guidelines I used in its design are probably what most of us use when we plan a workstand, but here are my parameters:

1. The stand must offer a stationary platform for work. 2. It must allow access to the model from every angle of attack. 3. It must be able to easily differentiate the strings. 4. The model can be test collapsed any time. 5. It must relieve frontal pressure on the bowpost lest that piece collapse under the strain. 6. It must be adaptable since every model is different. 7. It must be cheap to make with simple tools. 8. It must be reusable.

I also keep several screws open handy to add below the model along the sides. These allow aft strings to pass clear of the hull during rigging. I have tried "L" shaped trestles and ones with double cross-bars, but find that my old standby is sufficient for most of my needs.



A MESSAGE OF THANKS

Aubrey Needham has written to express her appreciation for the copy of Bottle Shipwright 2-65 which we dedicated to the memory of her late husband, the well known and well liked Jack Needham. She also asked us to convey her sincere thanks to all of you who sent your kind thoughts and messages of sympathy when he passed away last November.

A NEW LIGHTWEIGHT PACKING FOR MAILING BOTTLE-SHIPS

By

Patrick R. Laney, Port Dover, Ontario, Canada

The invitation to send a model to the Japanese Exposition brought me smack up against the problem of packaging a bottle ship for the first time. My ship model rests in a 26 oz., Haig & Haig Scotch bottle and I needed a package which would be light enough to keep postal fees in line and yet still be strong enough to protect the model from breakage. I also needed to have a package which could be easily opened for customs or postal inspection. Since I have recently received a letter from Japan telling me that my "wonderful work of art" had arrived safely I would like to pass along my technique.

The box was constructed out of 3" thick S. R. Blue Styrofoam (used as insulation for houses).

White glue was used for the slides and to secure the bottom. The whole box was covered with wide packaging plastic tape for added strength, waterproofing and to prevent denting.

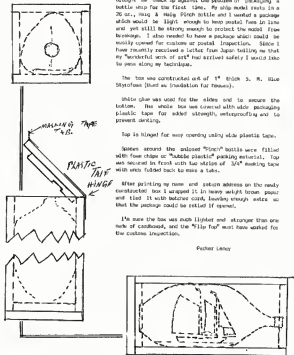
Top is hinged for easy opening using wide plastic tape.

Spaces around the padded "bottle" were filled with foam chips or "bubble plastic" packing material. Top was secured in front with two strips of 3/4" masking tape with ends folded back to make a tab.

After printing my name and return address on the newly constructed box I wrapped it in heavy weight brown paper and tied it with butcher cord, leaving enough extra so that the package could be retied if opened.

I'm sure the box was much lighter and stronger than one made of cardboard, and the "flip top" must have worked for the customs inspection.

Patrick Laney

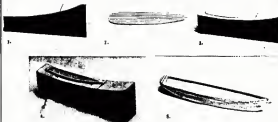


TWO SUGGESTIONS TO SIMPLIFY YOUR MODEL BUILDING

by
Cliff Parker, Norfolk, VA

I would like to describe a couple of "tricks" that I am using to help ease the job of forming bulwarks and gunwale rails on my models.

Relative to the former, instead of following out the deck to make the bulwarks, I proceed as shown in the illustrations below. 1. Cut the sheet of the deck on to the block of wood you will be using for your hull. This may be longer than the hull will actually be. 2. Free scribed planking (1/32" thick, scribing spaced 1/32 or 3/64) cut the deck outline. 3. Glue the deck to the sheet with superglue. 4. Also with Super glue, glue 40 gauge #6 x 5/8" (these are brassard strips approximately 3/64" x 1/16") to the decking, flush with the outside edge. 5. Lastly, cut down around the edges of the bulwarks and finish carving the hull as usual.



This technique gives a nicely planked deck with even bulwarks. The strips are flexible enough to be bent in two dimensions to conform to both the sheer and deck outline. When gluing both the strips and the deck just glue a little at a time. Apply strong finger pressure at one point and then place a drop of superglue (Duro seems best for me) at the juncture. The glue is drawn in between the pieces by capillary action and sets in about twenty seconds. You can then glue at another point farther along.

If we building all my ships this way instead of chiseling or carving out the deck. Further strips can be added on top to build up the hull for raised forecastles or poop decks.



The second idea I would like to share is to use window screen to make guard rails. Cut a piece of screen to the right length but leave it about an inch in height [6]. Paint the screen on both sides to hold it together later. Drill the required number of holes in the deck, insert the screens, and paint again several times. Allow to dry thoroughly for several hours and finally cut off all but the bottom two horizontal wires, which leaves a nice set of rails and stanchions [7]. Works every time and looks good.

Glick Photos



cut here
after gluing
to holes in
deck.



USCIB's new report model by Glick, in order: THOMAS M. LAWSON, the SANTA RITA with herbesque hull (1), an Akagi (2), and the Pacific Seaport (3) (1).





COLUMBIA RIVER MARITIME MUSEUM

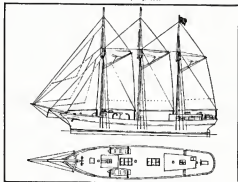
The Columbia River Maritime Museum will hold its 12th Annual Ship Model Competition and Exhibition on Saturday, May 25th, 1985. Entries may be brought to the Museum between 9:30 AM and 5:00 PM, beginning May 18th. Entry deadline is 10:30 AM, May 23th. Adult Division entries will be charged a fee of \$2.00. No fee for the Junior Division. There is a ship-in-bottle category. For further information call the curator, Larry Gilmore, at (503) 325-2323. The Museum is located at 1792 Marine Drive, Astoria, Oregon 97103.

PLANS FOR THE SCHOONER SAMEN

by

Vidar Lund, Oslo, Norway

The SAMEN was built in Sandberg, Ormsund, and launched in 1916 as the SMØR. She was used by various Norwegian navies until sold to Sweden in 1920. Rechristened SAMEN by her new owner, she sailed under the Swedish flag until 1924 when she was brought back to Norway. In 1972 the Norwegian Maritime Museum took over the ship and since that time she has sailed as a floating museum and school for youngsters.



Swedish tonnage 102 gross reg. tons, length 56 feet.

Walls black with white stripes. Inside interior brown.

Antifoulings red with white bottom. Lifeboats white.

Hovens white with green roofs. Skylights barnished iron.

Masts & spars varnished wood with white doublings, white bayside.

Edvin's noble Vidar Lund is past president of the Norwegian Ship Builders Association. He very generously responded to my appeal for plans with plans for four different vessels. This is the first of the series.

The Norwegian flag





EDITORS NOTE

I finally broke away from the San Diego in March to take a short vacation to the Mexican coastal city of Acapulco. Of course, no one can go on a vacation without returning with small gifts for family and friends, and though I hate shopping the problem resolved itself when I discovered mini-bottled ship-sailing for 95 pesos (about \$40) apiece. Not just that. All were identical in little shape with two red shells as supports and "MAGNUM" printed on the front. My lord, I thought, this must hark back to that ancient Mexican ship-in-bottle tradition which dates to the Aztecs. The proof can be seen on the recently discovered photograph (right) from a Mexican funerary urn allegedly found at Chichen Itza.



The help provided another thought provoking idea when my son's total thirst for small sort of a ship in bottle bottles' was met. After buying the Acapulco piece on the return trip, I ordered a Scotch and some. The flight attendant produced a glass, supplied the ice and soda and then handed me a small jar of black and white Scotch. In a P. S. S. S. I. C. bottle. The Scotch is a thirty year old blend and possible is doubtless less expensive than glass, but what will happen to the traditional bottled ship when the old pinch bottles gets that way because it is soft as the Scotch? It'll be all over (any)?

In a more serious note, you've all had a chance to read John Deade's account of the Tokyo exposition and Jack Harkley's accounting on the numbers involved, but I would like to add my own comments. The tedious job of taking photographs of all these models fell to Mr. Takumi Nakasa who used four cameras loaded with four different types of film. To accomplish this he worked every weekend from the first of February through the first week of March. (Takumi was also responsible for the outstanding photos in the first exposition catalog.) Meanwhile, with all of this going on, Mr. Deade worked away writing the necessary captions and copy (including an account of bottling a toy sail schooner in a vertical bottle using the traditional Western technique and also a comparison piece explaining the Japanese method). With all of the photographs and written material finally accumulated, and with little time for editing, the whole was turned over to the printing company which produced and did have the complete catalog available by the time opening. For those of you who have tried taking pictures of your models and for those who have been involved in editing, printing or publishing you can appreciate the almost unbelievable task that our Japanese friends accomplished. And then consider that the book is printed in both Japanese and English. What!

Jim Deacon has just received another shipment of one unadorned Acapulco patch. For those new readers who have not yet ordered theirs the patch is four inches in diameter and is reproduced in four colors. Lookes great on your jacket at talks or at modeling events, or it can be framed and set among your models. Cost is \$1.00 and they can be ordered from Jim at 7524 Michigan Ave., Royal Oak, MI 48073.

Finally, I want to thank all of you who have taken the time to let them give thoughts for this publication. Four issues a year can dig through a lot of material, so it is always gratifying to uncover some new facts about ship-bottling tucked away in your letters. Please keep them coming.



NEW BOOKS

Since the last edition of *Bottle Shipways* I have been fortunate to receive two new books on the subject of building ships-in-bottles. One is by Guy DeMarco in New York, and the other by Juno Otsuka in Osaka, Japan. Whether you are a book collector or a model builder, both books are worth reading. Additionally, I have received a copy of Jack Weather's updated and enlarged *MODELLING SHIPS IN BOTTLES*, which is now being distributed by an American publishing house, and for those of you who are woodworkers, member BILL Johnston of Langhorne, Pennsylvania, sent his couchtuned look on that subject. Detailed comments follow:

SHIPS IN BOTTLES by Guy DeMarco. Schiffer Publishing Ltd., 1985. 6 1/2 x 11, softcover, illustrated with color photos and line drawings. 96 pages. \$6.95 plus \$5.50 postage. Order from the author, Pub. Box 825, Floral Park, NY 11001.

Guy is a fellow member of our Association and his new book is just the ticket for beginning builders who want a simple, well illustrated how-to guide. Don't misinterpret me. The book contains information that we can all use, but Guy has intentionally started this first of several ship-bottling books toward the novice. The text begins with five brief initial chapters covering the basics of the subject (tools, materials, shaping and assembling). He then compares in his description models by degree of difficulty so that the builder can use his newly acquired experience as he progresses to more complicated vessels. Chapters six thru ten, which are the demonstrations, begin with a model of the Hudson River sloop, *MICROHIE*, progress to the fore and aft rigged schooner, *AMERICA* and the four masted lumberer, *FORESTLY* and then finish up with two vessels with square sails: the Baltimore Clipper, *GRACEY RUN*, and the Confederate Navy's three masted bark, *C.S.S. KATMON*. A glossary of nautical terms and an appendix listing clubs and associations and some suppliers are also included. The book is an inexpensive, easy to understand, general guide to the subject of the bottled ship and will be a welcome addition to every ship builder's library.

SHIPS OF OSUJIME BOTTLE SHIPS, PART II by Juno Otsuka. Tokyo's Kaido Co., 1985. 7 1/8 x 10 1/8, softcover, illustrated with color photographs and line drawings. 60 pages. Text in JAPANESE. Price 1,500 yen plus postage (\$6.00 + \$2.00 postage in US dollars). Order from the author, 21-8, J-chome Tenryo, Higashi Surugodai-ku, Osaka 546, Japan. NOTE: Mr. Otsuka's first book is also available for 2,100 Yen (\$6.00 + \$2.00 postage).

Juno Otsuka is the president and founder of the Ships-In-Bottles Association of Japan and a remarkably intelligent man. His correspondence to builders throughout the world is responsible for many of the contacts we have made with other ship-bottling societies and individuals. His new book is an embellishment on his first which was published in 1980 and, as mentioned, it is written in Japanese, don't let that deter you. This second book details the building of three ships: *SWFA MIRA*, *CUTTY SARK* and *THE NEPHEW MARY*, and I can honestly say that it doesn't take a linguist to see an expert builder to follow the step-by-step illustrations which accompany the text. Mr. Otsuka's technique is different than that used by most Western builders in that the ship goes into the bottle bow first and the masts and rigging then follow and slide into pre-skilled holes. Finally the various lines are tensioned up, then to small holes set into the deck and plumb. The result is a

bit different from what an artisan using age methods, but just as an artist will experiment with different brushes and pigments in the interests of personal growth so should the ship-to-bottle builder try different techniques. For those of you who have seen models built by the Japanese using the Oshida technique I am sure you will agree that superb results can be achieved. You will enjoy this book and I guarantee that you will find many new and valuable ideas in it.

- - - - -

MODELING SHIPS IN BOTTLES, by Jack Needham. Wellingsborough, England: Patrick Stevens Press, 1985. 6 1/2 X 9 1/2. Hard or soft cover, illustrated with B & W photos and line drawings, 188 pages. \$2.95 softcover, \$17.95 hardcover plus postage. Order directly from Sterling Publishing Company, Inc., Two Park Avenue, New York, NY 10016.

As with all of Jack's work this book is a chaffy, crack full of information book that covers a vast amount of material related to our hobby. Until his unexpected death last November, Jack had engaged in the ship-bottling business for over 50 years, and it is this accumulated knowledge which fills the pages. The book is an expanded version of his first book which appeared in 1977, and contains more than 500 color pages of information and plans. Highly recommended for builders of every degree of ability.

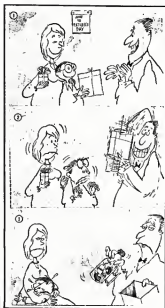
- - - - -

THE BEGINNER'S HANDBOOK OF WOODWORKING, by Charles Beideman and William Johnson. New Jersey: Fynliss Hall, Inc., 1983. 8 3/4 X 11 1/4. Paperback or hardcover, illustrated with B & W photos and line drawings. 173 pages. Prices \$10.95 paperback/\$19.95 hardcover plus \$1.00 per book postage and handling. For signed copies order from the author, Bill Johnson, 339 Sunell Ave., Pottersville, Langhorne, PA 19047.

The ability to work with wood is a skill which every ship-bottleer must possess. Skills need to be derived, understood, built, and often decorative, carved bases are desired. What woods should you use, what tools, how are small pieces secured for carving, how are blades sharpened, what kind of joint is best and how is it applied? These and many other questions are answered in Bill's book, and if you wish to dig deeper into this age old hobby there is an entire section showing plans for everything from letter openers to decks. This is a fine complete book on the subject of wood and woodworking and will provide the reader with all the information he needs to work in this traditional medium.

Don Hubbard, Editor

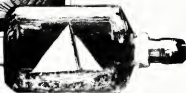




All cartoons thanks to John Watson, Ron Lane, etc.



The fishing schooner, WJENSE, by
Paul Weidner, (Casselbury, Florida)



Chesapeake Skipjack, Willsie L. Bennett,
by Paul Weidner, (Casselbury, Florida)



The yellow submarine ship, RBT00A, GPR,
by Herb Fuler (Vanderbilt, OR)



Smuggling tug and barge in a four inch
long light bulb by our Faj Cho, Jack
Hinkley (Cassopolis, PA)

Bobbie Harris Freedman and Jack Hinkley meeting at
the Pällersberg, PA craft show, October 8, 1984.





SILFWAZZO
by Ted Scaffidi
(San Diego, CA)



FALLS OF CLYDE
by Ted Scaffidi



QUENISE
A Flaming schooner
by Ted Scaffidi